## WHY ENGLAND MAY FEAR NEAR RAID OF GIANT ZEPPELINS

British General Shows That Air Invasion of London is Possible-Sees No Good Means of Defense.

The peril of London from a possible bombardment by Zeppelins is the subject of the leading article that appears in the July issue of The Journal of the Royal United Service Institution of Great Britain, the organization of the officers of the British army and navy. In the article a general officer points out the dangers that may hover over London n a time of war, dangers that he frankly admits are serious in extent and which might be difficult to oppose in the event of an airship invasion of England.

In a wireless dispatch from Berlin it was asserted that Germany was considering invading England with a fleet of new Zeppelins. Thus the article in The Journal of the Royal United Service Institution is of timely interest. It begins with a redtal of the havoc that might be wrought on navy yards, arsenals, oil reservoirs and wireless stations by proreservoirs and wireless stations by projectiles dropped from Zeppelins and aeroplanes, and then goes on to recite the
dangers of an air attack on the great
centres of population. On this latter point
most of the space is devoted to London.
"Of these London is for us," the British
general states, "the prime object of con-

deration. Destruction and panic in the largest provincial towns could cause trou-ble, but need not affect our national ble, but need not affect our national policy. London in this respect stands alone—that is, it is not only the habitat of a large fraction of our population, but also the seat of Government, the centre of our financial and business system the near courts of our military. tems and the nerve centre of our military and naval forces. A serious blow aimed against London would be more effective gainst the national life than in any other capital in the world. FACING A NEW ERA.

"We are now beyond doubt face to face with a new era in war. If you have granted my assumption with regard to the range of action and offensive power of aircraft of the immediate future those assumptions would hold good for one object as well as another. How is London affected by them? Delacroix in an article in the Daily Mail of September 11, 1913, wrote: "Even admitting that a Zeppelin

were to pass over the English country-side it is not easy to see what result would be effected, for even in time of war it would not be permissible to drop explosives into unfortified towns.

"I have no wish to be an alarmist or to make one's flesh creep, but I am not prepared to accept this dictum even from so eminent an authority. The idea of not bombarding unfortified towns had ta origin many years ago in the time of perpetual war in Europe, and like most of the rather artificial conventions of that time rested on mutual convenience. An unfortified town in those days was not of much importance one way r the other. It was not expected to offer resistance. If it was spared bom-bardment the enemy in return expected e occupy it without any trouble and ake full advantage of its conveniences for billeting, supplies, etc.

"If a Geneva convention were now aitting, and the point were to be raised that a capital which is easily accessible to the enemy may claim exemption from attack on the ground that it is unfortiled, would not the answer be 'Yes, provided that it is prepared to submit and not offer armed resistance to the enemy's armed forces'? And whether the armed forces take the form of troops ready to advance or of the power to destroy resistance by attack from the air, the

principle is the same.

"After all, war is a game that Governments play to win, and we could hardly expect the most chivalrous enemy to refrain from striking a blow at the heart of the country merely because we have chosen to leave that heart unpro-

"Can any student of international law tell us definitely that such a thing as an aerial attack on London is outside the rules of war, and further that there exists an authority by which these rules can be enforced? How, if many of the clippen are territories. of the citizens are territorials, and some of the buildings contain warlike stores? If a flight of aeroplanes passed over the city, each dropping a dozen incendiary bombs in different places, would not the result be more than the fire brigade could cope with?

"If a Zeppelin dropped a ton of gun cetton on the Admiralty and the War Office, as she might do if not interfered with, what would be the result in diswould be the effect of cutting off the water supply of the East End, or sinking the food ships in the Thames? These things seem incredible to us who have only known wars on the frontiers. I am

COULD CAUSE HAVOC.

only known wars on the frontiers. I am rejuctant to go the length of my own argument, but if it is conceded that London is within the range of action of a hostile Zeippelin or two and a flight of aeroplanes such action will soon be possible, and this is the age of the knockout blow in everything. Would any ruler harden his heart to such action? Who can say? can say? "If it seemed probable that such s

"If it seemed probable that such a riot and panic would be caused as to force the home Government to accept an unfavorable peace, then it, perhaps, might be done. For any less object the edium perhaps would not be incurred.

"There is, of course, the question of the influence of London's financial relations with other countries, but if that influence did not prevail to prevent the war it would prevail to prevent the blew at the heart.

"What is the defense? In the first place, taking into account the size of London, it seems that no system of aerial patrol could prevent an attack by a dirigible balloon. A deliberate attempt to destroy a given building night perhaps be prevented, but if the balloce.

to destroy a given building night per-baps be prevented, but if the balloon's tas were exploded and she fell in flames with all her cargo of explosives the rem-sty might be as bad as the discuse. "Aeroplane attack on London is possi-

"Aeropiane attack on London is possibile, but it is not so formidable nor so easy. Aeropianes coming by day might be seen and engaged by our own patrols. As for a night attack, I should think that maneuvering over London in the dark as for a night attack. I should think that maneuvering over London in the dark would be a dangerous risk in present cadditions. I do not think any system of patroling can entirely prevent aircraft from reaching Lendon, and doing damage when they get there. The only way to meet this danger is to provide enough of our own aircraft to make it at least difficult and chancy for the enemy's aircraft to get through and to be able to take a vigorous offensive.

WEED ARMED AEROPLANES. "If no measures of actual defense can Protect our capital with certainty from a dingerous attack, then the remedy must to found in offense. Armed aeropianes are the natural balloon destroyers, and I think they should be provided in sufficient almosts to hunt their quarry out of trialine.

test against the clayers to some up, I think we may say that exclusive agency contracts.



DANZIG, THE CITY OF HOMES, THREATENED BY RUSSIANS

This city, one of the most beautiful in Germany, is now reported to be invested by a Russian army. The photograph shows one of the quiet streets, the Fradengasse, with the Maria Church in the background.

the defense of objectives or small area such as batteries and stores, against aerial attack is easy, though it will cost some money. The defense of those large areas, especially the capital, cannot be relied on except by active offensive operations.

such forms of attack as I have indicated would be ineffective in any case, and they would point out the bombardment of Paris in 1870. I have always until recently taken that point of view. I have always held that bombardment, however severe, was no justification for a fortified place, but the evolution of missiles of war have gone a long way since 1870, and in the case of London hostile action against it would not have direct effect on our operations of war.

'Another school will take me to task for accepting such possibilities as use of incendiary projectiles against an unfortified town. I may be quite wrong. If I were responsible for the safety of this town I would say that the safeguard is-

ers of the dirigible balloon together with the difficulty of warding off its attack, we must allow that there have been few more potent instruments of destruction known to history. On the other hand, of all the weapons ever devised by man this is by far the most fragile and most vulnerable. I believe that, whatever the future of the dirfigible may be for all the uses of peace, in a few years no one will think of employing it for war. But for the moment it must be provided for."

#### ATTACK GRADE CROSSINGS

Lower Delaware Citizens Begin Agitation Following Barnard Death.

wealthy canner, was killed when an exorganization and discouragement? What press train crashed into an automobile

Friends of Senator Barnard this morning, as Coroner Willis impaneled a jury for the inquest, declared they would seek to have a bill introduced into the General Assembly next winter to compel the Delaware Railroad to eliminate the crossings.

### TO COMPETE FOR ACADEMY

Examination Will Determine Annapolis Appointments From N. J. TRENTON, Sept. 15 .- A competitive examination for all youth of the State will be held at the Batton High School, Elizabeth, next Saturday, beginning at 9 o'clock in the morning.

The test will be for the purpose of The test will be for the purpose of allowing United States Senator Martine to make two selections for principals and alternates for appointments to the Annapolis Naval Academy from New Annapolis Naval Academy from New Jersey. Senator Martine made this announcement today.

#### OPPOSES FREIGHT TAX

Chamber of Commerce Committee Makes Vigorous Protest. A vigorous protest against the impo-

sition of the 3 per cent. war tax on freight bills now being considered by Congress has been made by the Freight Committee of the Philadelphia Chamber of Commerce, of which Coleman Sellers,
Jr., is chairman. A telegram embodying
the committee's protest has been sent
to President Wilson.

A wide range of subjects was discussed by the committee at its first meeting since the summer recess. Opposition to Government ownership of yessels was made, while the proposed assistance to

### IN SOUTH AMERICA SOUGHT BY THE U.S.

Peoples.

Development of permanent and extensive commercial relations with the South American countries must have for its basis a closer mutual understanding of "When we consider the effective pow- basis a closer mutual understanding of intellectual and cultural conditions, according to H. Erwin Bard, the director of the Pan-American Division of the American Association for International States to study various fields of activity. Conciliation. Mr. Bard recently returned on the Calamares from an extensive visit to the educational centres of South America, which was made under his and one of the biggest educators in Chili, leadership by a representative body of will be at the head of the commission. American educators. "The Pan-American Division was cre-

ternational Conciliation last January," said Mr. Bard, "and this trip is the first move toward establishing closer relatation Following Barnard Death.

DOVER, Del., Sept. 15.—Elimination of grade crossings in towns in lower Delaware is being agitated today as the result of the accident in Wyoming lets. result of the accident in Wyoming late and permanent commercial relations, yesterday arternoon in which former tion as an independent political and commercial agent, we have been in the closest touch with the cultural and in-tellectual conditions of Europe. This aphe was driving.

Eleven persons have been killed in five years at the crossing where Senator Barnard met death.

Friends of Senator Barnard this morn-

SHOULD STUDY CHARACTERISTICS. "Hence, in our attempts to develop our trade with South America we have been indifferent to the need of learning the characteristics peculiar to South American life and culture. Although the countries there have long been on intimate relations with Europe, there has been but small opportunity for cross-currents This is because the interests of South tred in the southern, or Latin, countries, connections with the English and Teu-

tenic nations. The commercial successes of Germany mans who have settled down in South America as representatives of firms in their fatherland, or who have themselves established businesses there, are all welleducated and cultured men. They have
taken the trouble to learn the language
of the country and to understand its
social and cultural standards. Otherwise
they have not been successful and have
been forced out. One of the main reasons
why the German have been successful and have why the Germans have been quicker than we to appreciate the value of knowing the country is that the educational system in Germany lays so much more emphasis on instruction in the modern foreign languages as part of the necessary training for a business man.

WANTS STUDENTS TO COME HERE. "But we cannot expect that the intro-duction of courses in Spanish and Portusuese into our commercial schools will be a panacea. We need the continual inter-change of ideas between the biggest men Government ownership of vessels was made, while the proposed assistance to any steamship line to ply between the United States and South America was indorsed.

The committee has demanded a personal hearing before Congress to protest est against the Clayton bill relative to exclusive agency contracts.

We left here on May 20, and visited all the big educational institutions of Brazil, under the big universities of Argentina, Chili, and Beruliand so forth, to Parls, Madrid and Berulian description of our efforts to bring the countries of South America into more intimate relations with our own country, intellectually, politically and commercially.

we would only go half-way. At the same time, I wish to emphasize the benefits which many of our students could get from a year or two of study in South

"It is more than a question of the interchange of students, however. What we also need is an interchange of the Expert, Back From Tour, leading men. The mere fact that a man like Colonel Roosevelt wished to visit Says Success of Germans these countries of South America was a big step in the making of better relations. Is Due to Promotion of As far as I could learn, he also made an excellent impression. It is the same way Better Understanding With with the visits which Robert Bacon and Secretary Root have paid to South America in the past few years. I heard references to these trips constantly.

"Between the present war and the atyish this country in the next year. Argentina is spending a great deal of money and care on her representation at San Francisco. She is also contemplating the creation of several national commissions, which will come to the United This coming December Chili will send a commission to study our trade schools, and Tancredo Pinochet Le-Brun. director of the National Trade School of Santiago,

"The South Americans are thus ready to do their share in the establishment of more intimate relations with us. It is ated by the American Association for Inour duty, as well as to our interests, to respond. If only the firms which already have trade connections in South America and those who are about to establish them would choose as their representthem would choose as their represent-atives men of experience and culture who know the language of the countries and understand their customs, not only will the trade of these particular firms be greatly benefited, but a long step for-ward will be made in the realization of the position which the United States should naturally hold in the esteem as well as in the markets of South America. should naturally hold in the esteem as well as in the markets of South America. "At the same time, steps should be taken to insure a better knowledge to our children of their neighbors on the south. I wish all could see the State School of Modern Languages in Buenos Aires. There they teach history in English, arithmetic in French, and so on Where technical terms are infrequent and unimportant, the subject is usually taught in a foreign language. As a result, the pupils are good linguists without having devoted additional time to the study of languages. Our treatment of the modern languages is netoriously deficient., and this is particularly true of Spanish.

BLUNDERS MADE HERE. "Of course, this is all going to take

time, for our ignorance and misinformato be established between them and us. tion of South America are almost inconceivable. Take, for instance, the matter America in Europe have naturally cen- of languages. Few Americans know that outside of Brazil, where the official lanwhile we have developed more intimate guage is Portuguese, the official language of all the South American countries is Spanish. The Spanish is as near to the spanish. The Spanish is as near to the pure Castillan as our English is to that of England. Our conception of South American geography is equally at fault. I have seen some of the letters from our firms to clients in Argentina. From the misinformation shown as to distances and to the sizes of the cities. I think it a wonder that the firms can carry on any trade down there.

"Naturally, what argues the

and to the sizes of the cities. I think it a wonder that the firms can carry on any trade down there.

"Naturally, what arcuses the resentment of the South Americans more than anything else is the cheerful way in which we lump the citizens of the various countries under the term South Americans, and dismise them as being all the same. In reality, each country is trying to develop its own national characteristics more and more, without, of course, weakening their international relations.

"For this reason, I think that the work of the Pan-American Edvision in leading the way toward a better understanding the way toward a better understanding of South America cannot be overestimated. This trip from which I have just returned has been most encouraging. It was organized to represent the American universities, and there were such men as Prof. Leon C. Marshall, of Chicago: Frof Chester Lloyd Jones, of Wisconsin, and Prof. P. B. Luquiens, of Yale. We left here on May 26, and visited all the big educational institutions of Brazil, Uruguay, Argentina, Chill, and Peru. Everywhere we were received most cordially, and were shown a keen approclation of our efforts to bring the countries.

### GERMAN DIRIGIBLES REPORTED INFERIOR TO FRENCH AIRSHIPS

Zeppelins Not Armed for

nan Zeppelin airship by the famous French aviator, Roland Garros, probably arose from the idea that a Zeppelin cannot be attacked in any other way, owing to its being defended from assault from above, by a rapid-firing gun mounted on

bomb thrower in an aeroplane would have to approach within 100 feet above the Zeppelin, where he would be within easy range of the gun supposed to be mounted

As a matter of fact, however, only three or four of the very latest Zeppelina are equipped with these gun platforms

and, furthermore, it is learned on good authority that none of them is mounted with guns, for it is now known that if there were a leak in any of the chambers of the gas bag near the middle portion of the dirigible, the escaping hydrogen would find its way out near the gun platform and would be most certain to explode when the gun was discharged.

It is now believed that the explosion

several months ago or the new Zeppelin at Johannisthal, near Berlin, when the entire crew was killed, was caused by the gun on top firing blank cartridges as an experiment.

Fear of Gas Explosions Tt is, therefore, comparatively a simple matter, in the absence of a gun, for an aviator to approach quite close to a Zepand at Mercy of High

Flying Aviator.

The story of the ramming of a German Zeppelin airship by the famous and at Mercy of High Edward airship by the famous been much over Belgium. France, while the German balloons have been seen much over Belgium. France been seen much over Belgium. France has a huge corps of expert aviators and aeroplanes of the highest efficiency, while the Beigian aviation corps is so

while the Beigian aviation corps is so small that it hardly counts.

While Germany has been the especial sponsor of the dirigible for military pur-poses, that country has not overlooked the aeroplane. While France has popularly been supposed to lead in war aero planes, Germany has as many as 1300 of these machines, and perhaps the largthe world.

These 1300 machines are all compara-tively new and with all the latest improvements. With one motor firm putting out 140 zero engines a month for the last six months, one may safely put the entir

acroplane for each of these engines, de man military aviation activity breaks all

The number of pilots to fly these machines is greater than the aviation corps of any other nation because of Germany's policy of encouraging civilian flying schools. Under this system each sero-plane firm of any importance had a certain number of soldiers, mostly officers, but some privates and non-commissioned officers allotted to its school to be trained

by the firm's own pilots. The training of these military flyers was paid at a rate that enabled the companies to use the best machines and pay high wages to their pilots. The firms could afford to provide comfortable quarters for their pupils and in other ways to do things on a scale which does not exist in any other country.

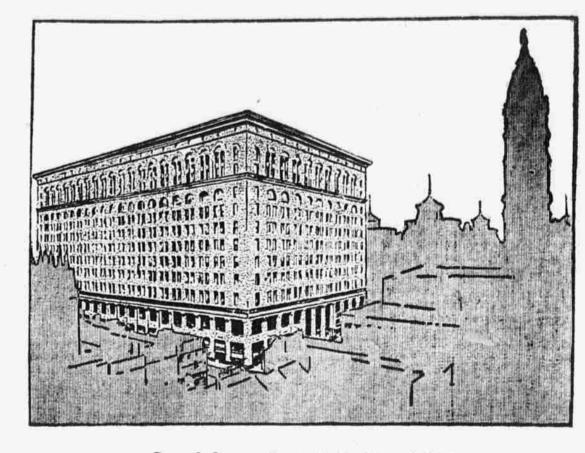
In order to stimulate progress in aviation, military aviators were encouraged to enter the big flying competitions, and various Government departments gave handsome prizes. For this reason there were 30 starters in the Prince Henry com-petition this year, while the big London-to-Manchester air race in England about the same time brought out only ela

It is now practically certain that the German and Austrian air scouts together outnumber all the French, Russian, Brit-ish, Belgian, Servian and Dutch aviators, so that in the aerial end of the war Ger many is far ahead of her enemies.

Store Opens 8.30 A. M.

WANAMAKER'S

Store Closes 5.30 P. M.



Grand Organ Recitals 9, 11 and 5.15

# THE WANAMAKER STORE Announces for Tomorrow

The first great Autumn sale of hosiery and underwear-many thousand pair of hose and pieces of underwear in both Fall and medium weights at prices averaging one-third less than usual.

A special collection of young women's Autumn suits and new afternoon dresses to sell at \$13.75 each. (Second Floor, Chestnut)

A showing of new imported broadcloths to be used for coat suits. These are in 125 different shades; a collection not likely to be duplicated or equaled.

First showing of men's new tweed hats and caps from Lincoln Bennett, London. (Main Floor, Market)

Last showing of the Callot gown copies in the Little Gray Salons at II and 2.30

First showing of the new Parisienne corsets for Fall. These conform to the new fashion lines. (Third Floor, Chestnut)

Opening up of the new marabou and ostrich boas. These pretty things include many charming novelties that every woman will want to see. (Main Floor, Central)

A little special sale of a hundred new bed quilts at \$2.75, \$3.75 and \$9. New blankets in the same place. (Fifth Floor, Market)

Showing of complete assortment of finest new English suitings for gentlemen's wear, in the London Tailoring Shop. (Subway Gallery, Chestnut)

Opening up of the new Autumn silks in the Lower Price Store. A large and varied assortment, including many silks arranged in dress lengths at low prices.

(Subway Floor, Chestnut)

JOHN WANAMAKER